

**May
2003**

Smart Noise News

The SMART Program installs noise reducing doors and windows in homes in the highest noise areas.
Fresno Yosemite International Airport FAR Part 150 Noise Compatibility Program

SMART Program Community Meeting

**Thursday May 22, 2003
6 to 7 p.m.**

**Vinland School
4666 N. Maple
(at Gettysburg)**

Enclosed are answers to questions, comments, and suggestions from residents who attended the meeting held November 21, 2003 at Thomas School. The meeting on May 22, 2003 is a follow-up meeting to discuss these issues. The acoustic consultant will attend this meeting to answer questions about how noise is measured and noise at the airport.

SMART Program progress to date.

CNEL	Total Homes	Applications	Completed	In Design	% Done and In Design
73	2	2	2	0	100.0%
72	12	12	11	1	100.0%
71	28	28	28	0	100.0%
70	187	173	153	12	88.2%
69	221	209	166	28	87.8%
68	336	262	40	172	63.1%
67	429	173	2	8	2.3%
66	613	5	0	0	0.0%
65	624	0	0	0	0.0%
Total	2452	864	402	221	25.4%
Total homes 73-69 CNEL			450		
Applications 73-69 CNEL			424		
Percent Applied			94.2%		



Move military operations?

The Advisory Committee to the Part 150 Noise Compatibility Program Study found in 1988 that:

1. The military has a 50-year lease; and,
2. Military operations contribute millions of dollars to the local economy which results in hundreds of jobs. The loss of the military would be a severe economic blow to Fresno.

What about NAS Lemoore?

Squadrons have been relocated to Lemoore from bases that were closed. Lemoore does not currently have the capacity for additional air operations.

Military aircraft use after-burners too long and fly too low.

This may be required due to the type of operation the aircraft is flying. **Please call Airports Administration during normal working hours at 621-4500 to report a low-flying or unusually noisy aircraft or leave a message at 48-NOISE (486-6473) after hours and on weekends.**



Move the Airport.

This was done at Sacramento and at Denver. Both airports relocated into rural areas. Both airports have had residential construction near them. Moving the airport did not solve the problem of homes impacted by airport noise at these airports.

Extend the runway to the south out beyond Clovis Avenue.

This was reviewed several years ago and found to be very costly. Now the new low visibility flight aids installed by the FAA would also have to be relocated at considerable expense.

Modify flight procedures to fly different tracks, climb faster, and schedule all flights for daytime hours.

These were considered when the Part 150 study was done. The recommendations from that study were forwarded to the FAA and many suggestions were approved for implementation. These procedures are reviewed annually and updated when as required. Changes in procedures have resulted in a decrease of noise complaints.

Current Airport Noise Abatement Flight Procedures:

The noise abatement flight procedures for climb rates, use of runways, flight paths and engine run-ups are published and pilots are requested to follow the procedures. Exceptions to the procedures are made whenever required by flight safety. Noise procedures are listed at:

www.flyfresno.org/noise.asp

FAA regulations do not allow the City of Fresno to restrict flight schedules.

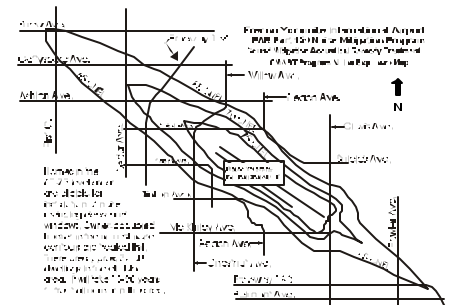
How do I apply? What does the program provide?

Residents, who came to the meeting at Thomas School and put their address and telephone numbers on the sign-in sheet and live within the program area, have been entered into the program database. As the program reaches the noise level in which the home is located they will be contacted to arrange for a representative from the City to visit their home, do a survey, and complete an application form. All properties in the 67 to 75 CNEL have been sent letters to let them know that they are eligible to apply for the program. The program replaces exterior doors and windows with acoustic products.

Other noise paths are also treated. Additional information is at: www.flyfresno.org/smartx.asp

**For information about the SMART Program Call
Elodia Cavazos at 621-4506
or Scot Sheldon at 621-4532**

How can the program say that the home across the street has a higher noise level? And, It is not fair that some homes are treated before others are treated.



We are not saying that 100 feet from one house to the one across the street

will make a significant difference in the noise level. However, all homes cannot be done at the same time due to limits of funding. A prioritization strategy is required. The FAA guidelines indicate that the homes in the highest noise level areas are to be treated first. This was implemented by using the maps provided by the acoustic consultant which show the noise contour lines in increments from the 75 Community Noise Equivalent Level (CNEL) out to the 65 CNEL. Home addresses were listed in a database with the indicated CNEL. This list is used to prioritize participation.

Noise levels are not correct. It is much louder at my home.

The current SMART Program noise maps are based on using larger and louder jet aircraft. A new noise study to be conducted in the next three years will determine actual noise levels.

Why is the noise worse and aircraft fly lower on overcast days?

Clouds tend to reflect sound back on the community. Aircraft may also be required to land and take off in the opposite direction from normal due to the wind direction. This puts noise in places residents are not used to hearing it. Some aircraft will be directed to fly below the overcast by the Air Traffic Controllers. This may put aircraft and noise lower than usual.

Some residents have medical needs for reduced aircraft noise. Medical need was not adopted as a program prioritization factor.

Several residents complained that they were told seven or eight years ago that their homes would be done in five years.

The program has been slowed by its success. The original estimates stated that 15-25% of the residents would participate. The SMART Program participation is actually ranging from 80 to 95%. This has slowed the program as it progresses from the higher noise level areas to the lower rated areas.

Many recommended that home owners be provided funding and allowed to contract for the work.

This was one suggestion when the program first began in Fresno. The FAA recommended against this approach due to the failure of the program in San Jose. In their program, owners hired contractors who installed windows that did not reduce the sound as required by the FAA. There were also many claims of poor workmanship.

City staff is looking for successful programs where the homeowner-hired contractor method is used.

One suggestion was that rental properties should be done at the same time as owner-occupied properties. Others suggested that rental properties be left untreated until all owner-occupied properties are treated.

The treatment of rental properties after all owner-occupied properties were treated was how the program began. This prioritization factor was challenged by one resident and on review it was found that this policy

was not part of the approved program. Rental properties within a noise contour are treated after all owner-occupied homes in that noise contour have an opportunity to participate.

Residents stated that aircraft noise damaged their windows.

Dr. Martin, Acoustic Engineer, Wyle Laboratories, Inc., explained that the aircraft noise may make windows that are already worn out worse but would not account for wearing out windows. Damaging vibrations are in frequencies more likely to result from road traffic than aircraft noise. This appears to be born out by looking at homes directly across the street from the airport. They have the highest noise levels in the City. Their windows do not show any unusual damage compared to homes of the same age in areas not impacted by aircraft noise.

Do aircraft operations pollute the air or cause hearing loss?

The pollution introduced by air operations is small compared to the pollution by automobiles. Health risks associated with aircraft noise have been linked to children's lack of concentration in school. This is why the City of Fresno and the Fresno Unified School District expedited and completed the treatment of schools in the noise impacted areas. Loss of hearing by neighborhood residents has not been linked to aircraft noise.

Answers to questions/suggestions from residents. Page 2

